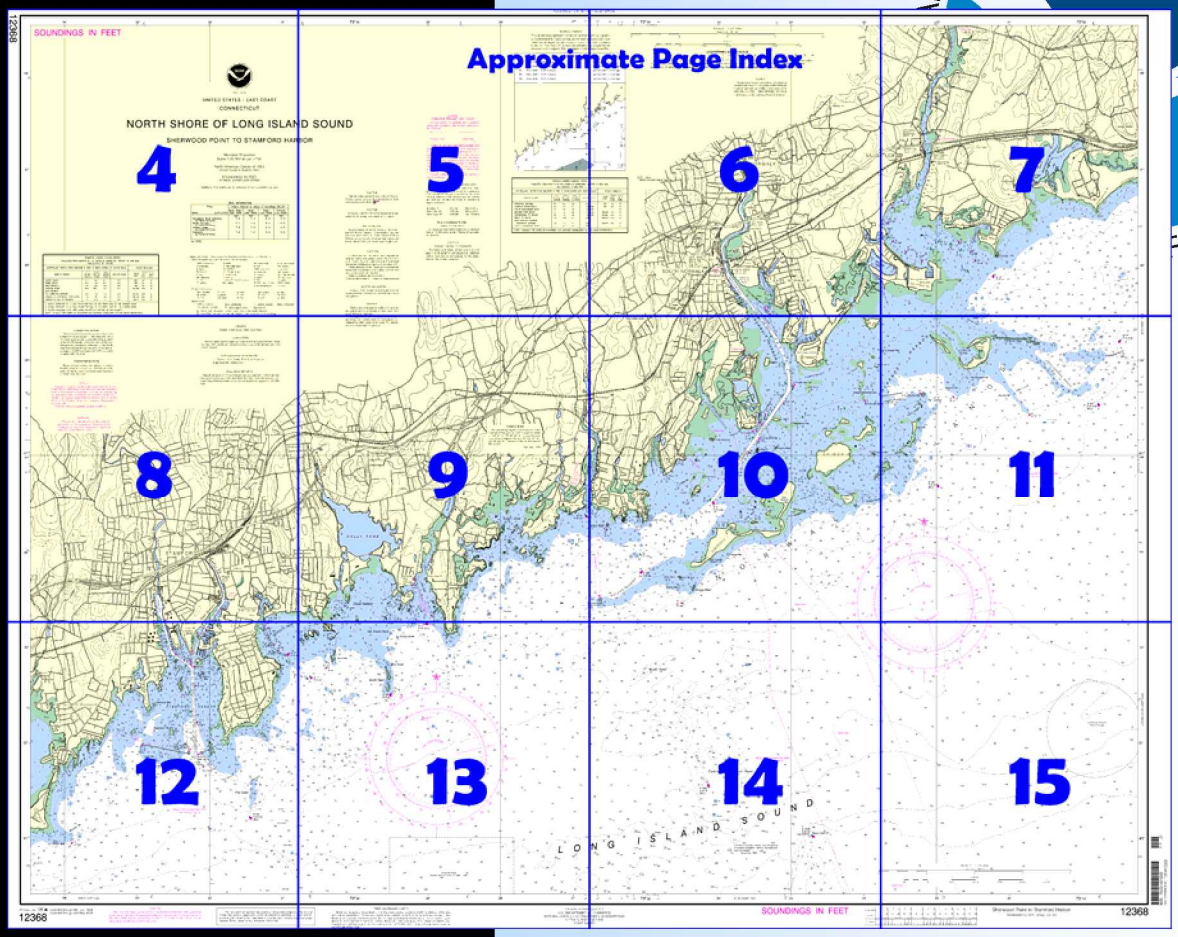
BookletChart™

North Shore of Long Island Snd -Sherwood Pt to Stamford Hbr

(NOAA Chart 12368)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

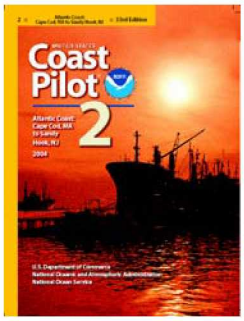
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 9 excerpts]

(81) **Saugatuck River** has its entrance between **Cedar Point** on the east and **Bluff Point** on the west. The river is shallow, full of ledges and boulders, and is used chiefly for receipt of petroleum products, sand and gravel, and for recreational boating.

(83) The channel in Saugatuck River is narrow and crooked; vessels should proceed with caution, preferably on a rising tide. In July 1981, it was reported that a depth of about 6 feet could be carried in the river from the entrance to about 0.7 mile above the Connecticut Turnpike Bridge at Saugatuck, thence 3 feet could be carried to Westport. In 1991, severe shoaling to 2 feet had reportedly extended into the channel between Buoy 9 and Buoy 11. A 5 mph **speed limit** is enforced on the river.

(105) **Sheffield Island Harbor** is the main approach to Norwalk Harbor and Norwalk River. Anchorage in depths of 12 to 20 feet can be found northwestward of Sheffield Island. The shoal flats on the north side of the harbor have rocks and boulders in places.

(107) Norwalk Harbor and River are entered through a dredged channel that extends 3 miles northeasterly from Sheffield Island Harbor between **Manresa Island** on the west and **White Rock** and numerous islets and foul ground on the east, to the first highway bridge at South Norwalk, and thence northerly for another 1.3 miles to the basin at the head of navigation at Norwalk.

(108) A Federal project provides for a depth of 12 feet from Sheffield Island Harbor to the State Route 136 bridge, thence 10 feet to a 10-foot basin at the head of navigation at Norwalk; an anchorage basin opposite Fitch Point has a project depth of 10 feet. The channel is marked by buoys and lights to the South Anchorage Basin.

(116) Local regulations provide penalties for exceeding the posted 5 mph **speed limit** or for dumping refuse in the harbor. Police patrol boats operate the year round and are equipped to handle radio traffic on VHF-FM channel 16 (156.80 MHz). The **harbormaster** at Norwalk can be reached through the police department.

(121) There are excellent small-craft facilities at South Norwalk, East Norwalk, and in Norwalk Cove.

(123) **Wilson Cove** is entered about 0.6 mile northwestward of the dredged channel entrance to Norwalk Harbor between **Wilson Point** on the north and Bell Island on the southwest. A yacht club is on the east side of the cove, about 150 yards northward of the wharf ruins, and a marina is at the head of the cove. Gasoline, limited marine supplies, ice, an 18-ton crane, a 20-ton mobile hoist, and engine and hull repair facilities are available at the marina. In 1989, the privately dredged channel leading to the marina had a reported controlling depth of 2½ feet (5 feet at midchannel).

(125) **Fivemile River**, a narrow inlet about 0.6 mile westward of Noroton Point and about 0.9 mile northward of Greens Ledge Light, is entered through a dredged channel that leads northward into the river for about 0.7 mile. The river is shallow except in the dredged channel and rocks exposed 2 feet at low water have been reported on the east side of the channel near the channel edge. In 1994, the controlling depth was 4 feet (5½ feet at midchannel) to a point about 0.6 mile above Butlers Island at the mouth of the river, thence 1 foot to the head of the dredged channel.

(126) In July 1981, depths of 2 to 5 feet were reported alongside the small-craft facility wharves on the east side of the river. The river is used chiefly by pleasure craft.

(132) **Goodwives River** is a small and shallow stream on the west side of Long Neck Point. Foul ground with rocks bare at low water exends nearly 200 years off the west side of Long Neck Point, about 0.3 mile above the south end of the point. A private seasonal, **342°** lighted range and buoys mark the best water to a yacht club and basin on the southeast side **Noroton Neck**. In March 1999, a reported depth of 4.7 feet could be carried to the yacht club landing thence in 1981, 3 feet through **The Gut** to the boat club landing just above **Peartree Point**. Above the boat club landing, the river is practically dry at low water. Goodwives River and its entrance is a **special anchorage.** A 5 mph **speed limit** is enforced on the river.

(134) **Cove Harbor** has depths of about 5 to 10 feet. Local knowledge is necessary to avoid several rocky areas in the approach to the harbor and to the basin at the northwestern end of the harbor at Cove Mills. A depth of about 1 foot can be carried across the bar at the entrance to the basin; private buoys, one of which is a seasonal speed limit buoy, mark the approach. A municipal marina is in the basin.

(135) **Westcott Cove**, just westward of Cove Harbor, has a dredged channel marked by buoys that leads along its westerly side to a basin 0.5 mile above the channel entrance, thence for 0.2 mile through the south arm of the basin. In June 1985, the channel had a midchannel controlling depth of 4 feet. A yacht club is in the northwesterly arm of the basin, and a municipal marina is in the southeasterly arm. Gasoline diesel fuel, and water are available at a marina on the west side of the south arm of the basin.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

Corrected through NM Jun. 10/06
Corrected through LNM May 30/06

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Meriden, CT	WXJ-42	162.40 MHz
New York, NY	KWO-35	162.55 MHz
Riverhead, NY	WXM-80	162.475 MHz

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.346" northward and 1.574" eastward to agree with this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Mercator Projection
Scale 1:20,000 at Lat 41°04'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

PLANE COORDINATE GRID
(based on NAD 1927)

Connecticut State Grid is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

NOTE B
Buried chemically contaminated material covered with a layer of non-contaminated dredged material reported June 1982. Excavation within this area should be limited to that required for the maintenance of the authorized federal channel.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Saugatuck River Entrance (41°06'N/73°22'W)	7.6	7.3	0.3	-3.5
South Norwalk (41°06'N/73°25'W)	7.7	7.4	0.3	-3.5
Greens Ledge (41°03'N/73°27'W)	7.8	7.5	0.3	-3.5
Stamford (41°02'N/73°33'W)	7.8	7.5	0.3	-3.5

(Apr 2006)

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

12368

34' 33' 32' 31'

SOUNDINGS IN FEET

08'

07'

06'

05'

UNITED STATES - EAST COAST

CONNECTICUT

NORTH SHORE OF LONG ISLAND

SHERWOOD POINT TO STAMFORD HARBO

Mercator Projection
Scale 1:20,000 at Lat 41°04'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at: nauticalcharts.noaa.gov.

FIVE MILE RIVER HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2006
AND SURVEYS TO MAR 2006

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
8-FOOT CHANNEL							
From about 690' seaward of Buoy FI G-3 upstream about 2,560' to Buoy RN-6	A5.8	B7.3	C7.0	2-3-06	100	.42	8.0
Thence upstream about 2,250' to the upstream vicinity of Cold Water Seafood Corporation	D7.7	8.0	E8.0	2-3-06	100	.37	8.0
Thence upstream about 1,335' to the end of the Federal Navigation Project	F5.0	G6.1	H6.5	2-3-06	100	.22	8.0

A. Shoaling is located from about 375' to about 725' upstream of Buoy FI G-3; 8.0' available elsewhere.
B. Shoaling is located from about 475' to about 575' upstream of Buoy FI G-3; 8.0' available elsewhere.
C. Except for isolated shoaling located within 10' of east channel limit from about 750' to about 1,350' upstream of Buoy RN-4
D. Except for shoaling to 7.3' within 10' along west channel limit.
E. Except for shoaling to 6.9' within 5' of east channel limit in the vicinity of Cold Water Seafood Corporation; isolated shoaling to 8.5' within 10' of east channel limit from about 350' to about 450' upstream of Buoy RN-6.
F. Except for shoaling to 2.9' within 210' of end of the Federal Navigation Project.
G. Except for shoaling to 4.2' within 375 of end of the Federal Navigation Project.
H. Except for shoaling to 3.5' within 5' along east channel limit.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

STAMFORD HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2000
AND SURVEYS TO FEB 2008

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
OUTER REACH	13.5	16.3	13.9	2-08	200	0.6	18
INNER REACH	9.9	12.6	11.5	2-08	200	0.4	15
WEST BRANCH	7.5	11.7	9.3	2-08	125	0.8	15
TURNING BASIN	A7.2	B8.0	C8.0	2-08	125-380	0.25	15
EAST BRANCH:							
TO HURRICANE BARRIER	7.7	12.0	8.3	2-08	100-125	0.44	12
THENCE TO 41°02'36.6"N, 73°31'49.5"W	6.1	9.5	6.3	2-08	100-150	0.48	12
THENCE TO END OF PROJECT	D2.1	E2.9	3.1	2-08	100-75	0.35	12

A. EXCEPT SHOALING TO 0.6 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN.
B. EXCEPT SHOALING TO 0.9 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN.
C. EXCEPT SHOALING TO 3.5 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN.
D. EXCEPT SHOALING TO 0.2 FEET WITHIN 200 FEET OF THE END OF THE PROJECT.
E. EXCEPT SHOALING TO 1.5 FEET WITHIN 200 FEET OF THE END OF THE PROJECT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Saugatuck River Entrance (41°06'N/73°22'W)	7.6	7.3	0.3	-3.5
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Stamford (41°02'N/73°33'W)	7.8	7.5	0.3	-3.5

(Apr 2006)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautica
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:
Blcs boulders
bk broken
Cy clay
Co cora
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:
AUTH authorized
ED existence doubtful
Obstr obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

HORIZONTAL DATUM
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RADAR REFLECTORS
Radar reflectors have been placed on many

Joins page 8

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

73°30' 29' 28' 27' 50" 40"

) SOUND

)R

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

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New York, NY	KWO-35	162.55 MHz
Riverhead, NY	WXM-80	162.475 MHz

PLANE COORDINATE GRID
(based on NAD 1927)

Connecticut State Grid is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted

CAUTION
BASCULE BRIDGE CLEARANCES

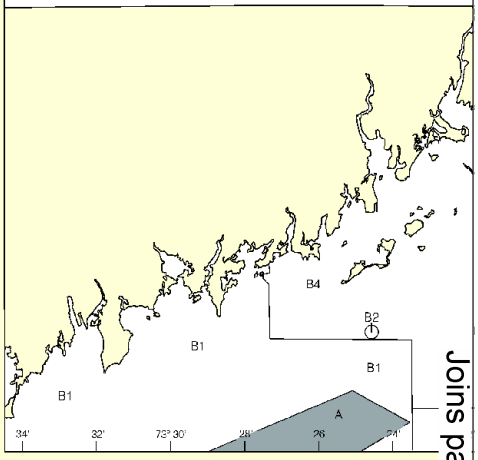
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-1998	NOS Surveys	full bottom
B1	1990-1998	NOS Surveys	partial bottom
B2	1970-1989	NOS Surveys	partial bottom
B3	1940-1969	NOS Surveys	partial bottom
B4	1900-1939	NOS Surveys	partial bottom



Joins page 6

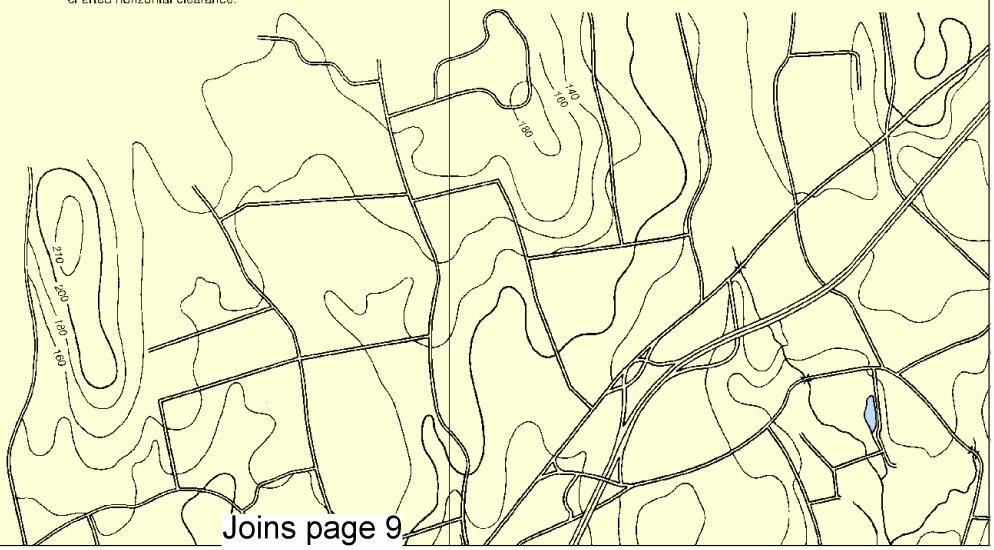
NORWALK HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS REPORT OF MA AND SURVEYS TO FEB 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)
ENTRANCE CHANNEL	8.7	11.9	10.6	1,2-09	200
NORWALK RIVER REACH	6.7	9.0	8.0	1,2-09	150
SOUTH ANCHORAGE BASIN	6.4	5.9	5.4	1,2-09	
SEAVIEW PARK REACH	7.1	9.0	9.0	1,2-09	100-250
OYSTERSHELL PT. REACH	7.6	A7.4	5.3	1,2-09	58-200
FERRY PT. REACH	8.4	8.6	B7.2	1,2-09	100-200
EAST NORWALK HARBOR ENTRANCE CHANNEL	4.9	6.1	6.1	1,2-09	125-150
NORTH ANCHORAGE BASIN	4.9	5.8	5.5	1,2-09	

A. EXCEPT SHOALING TO 5.3 FEET AT EDGE OF SWING BRIDGE FENDER.
B. EXCEPT SHOALING TO 4.1 FEET AT 183 FEET FROM THE END.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATI



Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

1, 1st. Ed., Mar. 1920 C-1935-408 KAPP 2188

SCALE 1:20,000

Nautical Miles

Yards

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

DIAGRAM

…nits of the most recent hydrographic …uated for charting. Surveys have been …ype of survey. Channels maintained …s are periodically resurveyed and are … Chapter 1, United States Coast Pilot.

…CE

full bottom coverage

partial bottom coverage

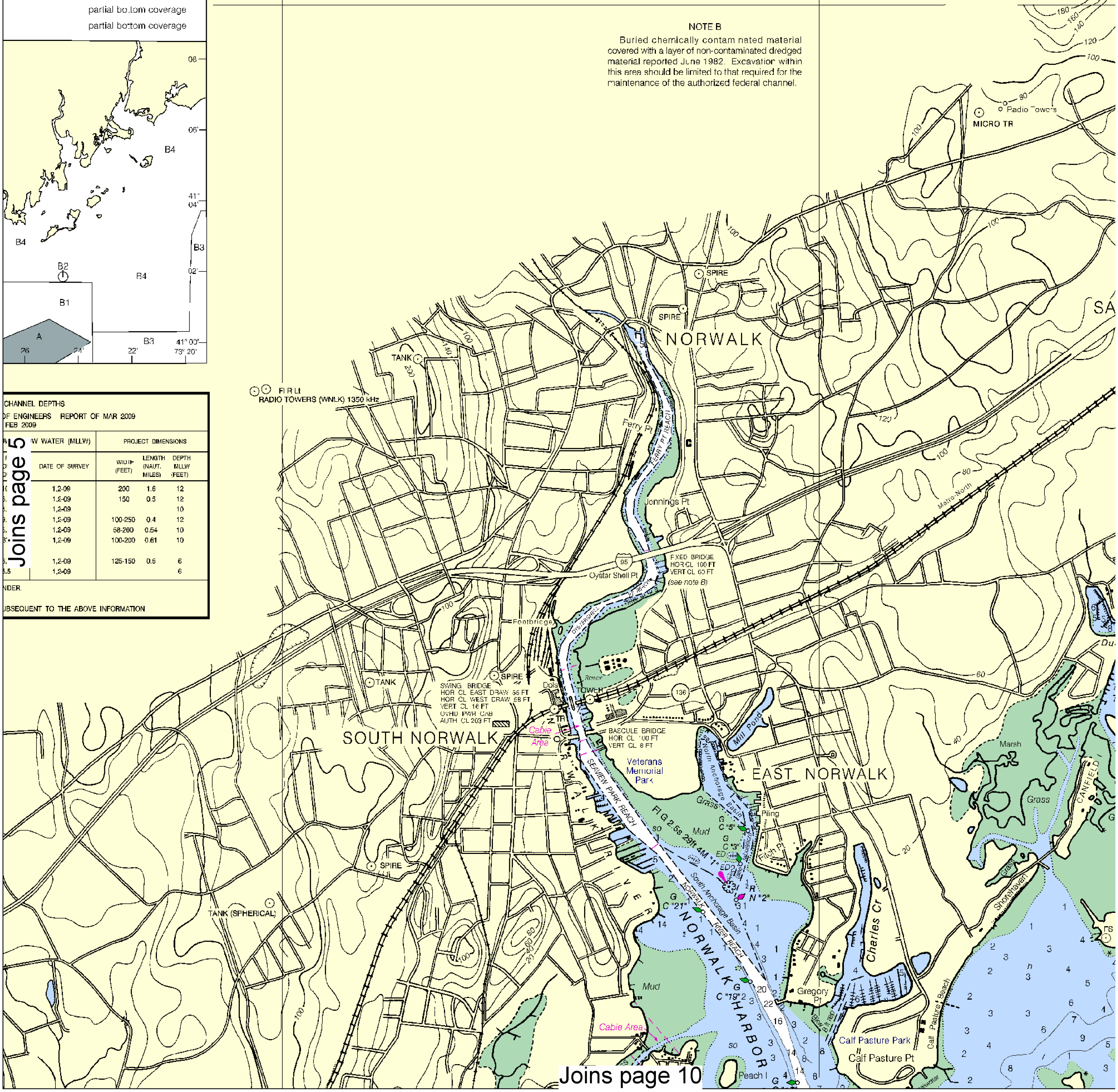
partial bottom coverage

partial bottom coverage

partial bottom coverage

NOTE B

Buried chemically contaminated material covered with a layer of non-contaminated dredged material reported June 1982. Excavation within this area should be limited to that required for the maintenance of the authorized federal channel.



CHANNEL DEPTHS

…OF ENGINEERS REPORT OF MAR 2009 …FEB 2009

…W WATER (MLLW)	PROJECT DIMENSIONS		
DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
1,2-09	200	1.6	12
1,2-09	150	0.5	12
1,2-09			10
1,2-09	100-250	0.4	12
1,2-09	58-200	0.54	10
1,2-09	100-200	0.61	10
1,2-09	125-150	0.5	6
1,2-09			6

…NDER.

…UBSEQUENT TO THE ABOVE INFORMATION

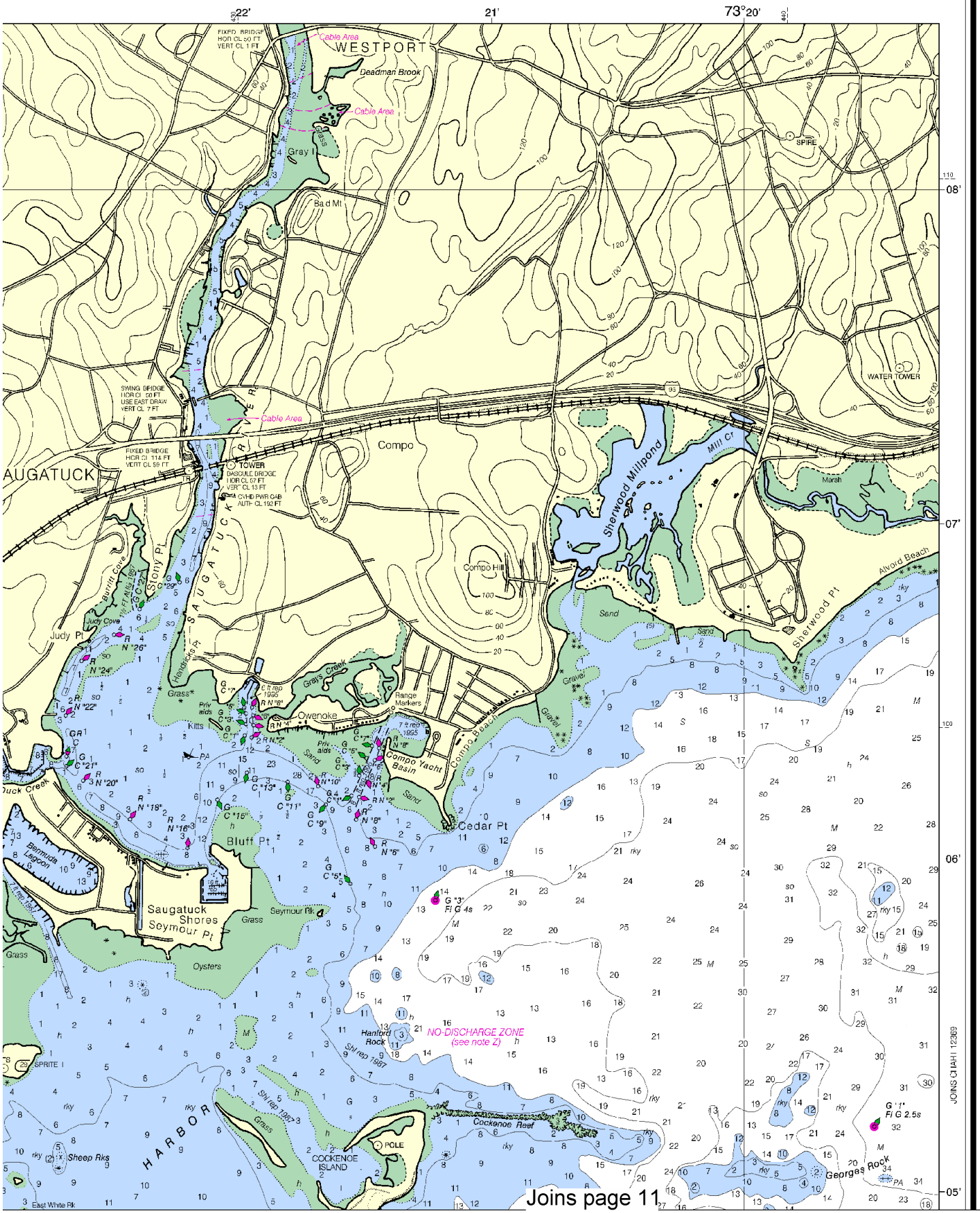
Joins page 5

Joins page 10

North

Printed at reduced scale. SCALE 1:20,000 Nautical Miles See Note on page 5.

Yards



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0511 2/1/2011,
NGA Weekly Notice to Mariners: 0711 2/12/2011,
Canadian Coast Guard Notice to Mariners: 0810 8/27/2010.

EAST BRANCH:								
TO HURRICANE BARRIER	7.7	12.0	8.3	2-0	Joins page 4			
THENCE TO 41°02'36.8"N, 73°31'49.5"W	6.1	9.5	6.3	2-0				
THENCE TO END OF PROJECT	D2.1	E2.8	3.1	2-08	100-75	0.35	12	

A. EXCEPT SHOALING TO 0.6 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN.
B. EXCEPT SHOALING TO 0.9 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN.
C. EXCEPT SHOALING TO 3.5 FEET WITHIN 250 FEET OF THE NORTH END OF THE TURNING BASIN.
D. EXCEPT SHOALING TO 0.2 FEET WITHIN 200 FEET OF THE END OF THE PROJECT.
E. EXCEPT SHOALING TO 1.5 FEET WITHIN 200 FEET OF THE END OF THE PROJECT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Bldrs boulders Co cora gy gray Oys oysters so soft
bk broken G gravel h herd Rk rock Sh shells
Cy clay Grs grass M mud S sand sy sticky

Miscellaneous:
AUTH authorized Obstr obstruction PD position doubtful Submr submerged
ED existence doubtful PA position approximate Rep reported
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.346" northward and 1.574" eastward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

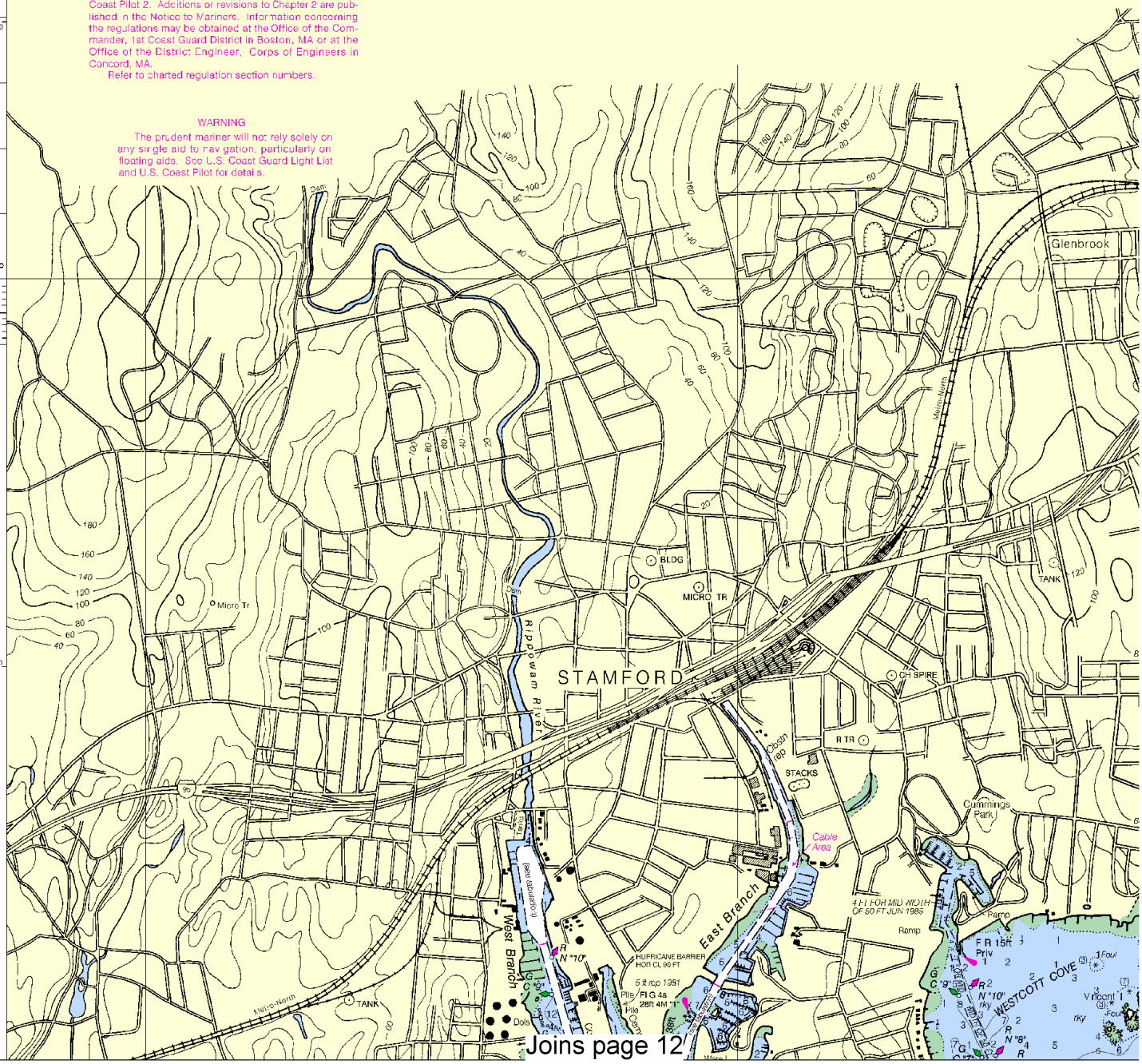
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

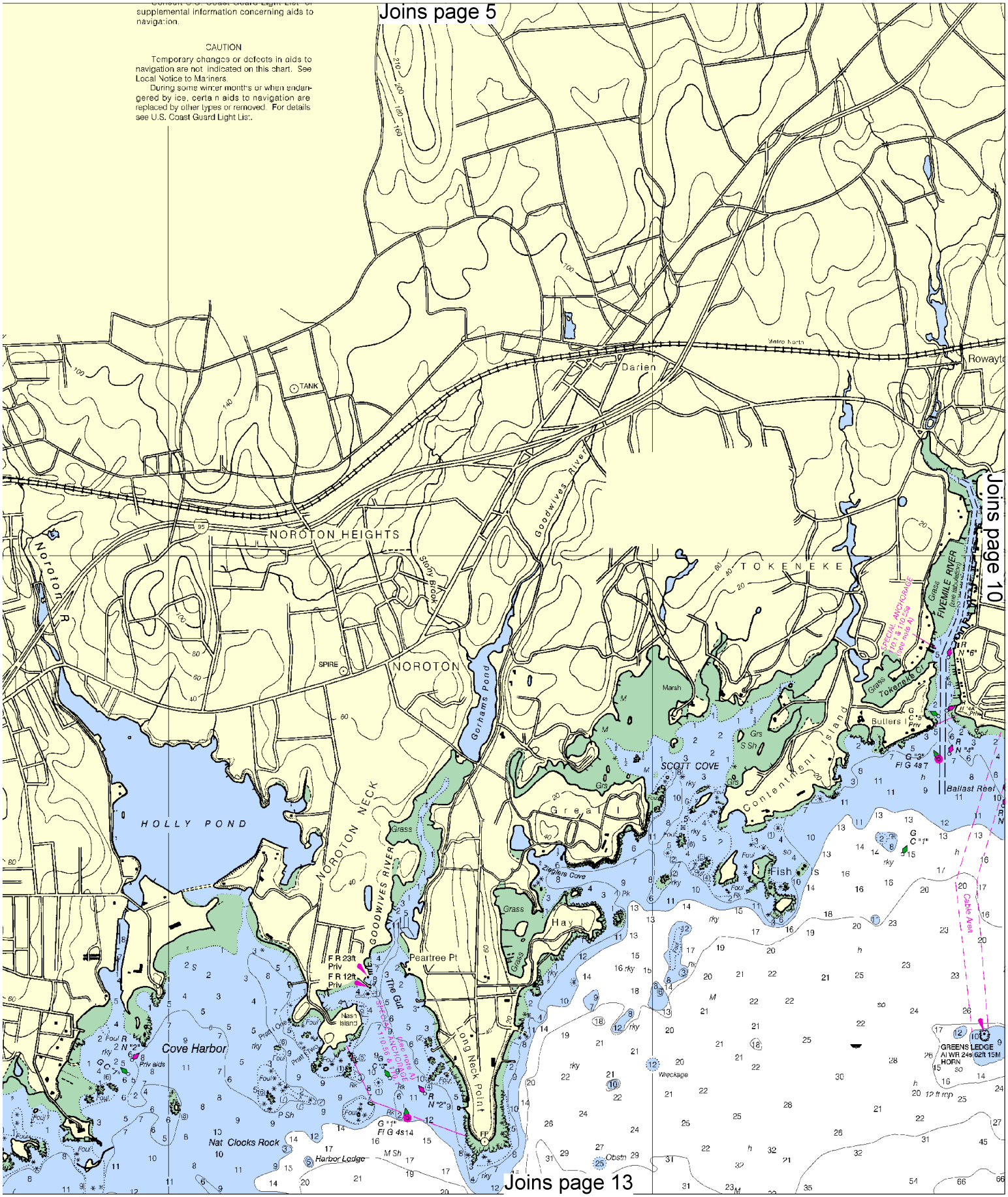


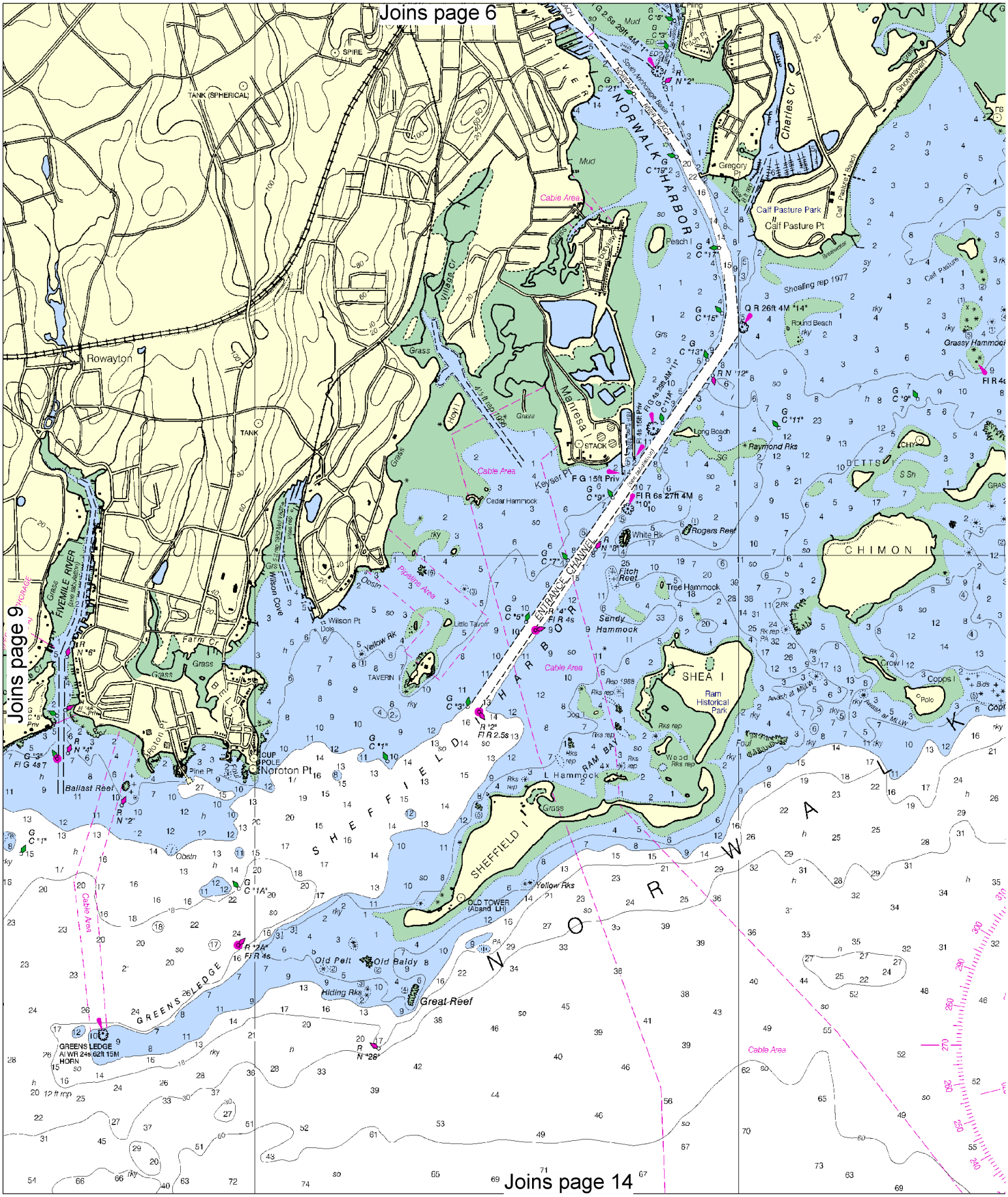
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500


supplemental information concerning aids to navigation.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.
Joins page 5
Joins page 10
Joins page 13
Darien
Rowayton
TANK
NOROTON HEIGHTS
Noroton R
Stony Brook
Goodwives River
TOKENEKE
SPIRE
NOROTON
Gorhams Pond
Marsh
Grass
FIVEMILE RIVER
Tokeneke Cr
SPECIAL ANCHORAGE 10 kts 1100-2359 (see note A)
Butlers I
Priv
SCOTT COVE
Grs
S Sh
Continental Island
Ballast Reef
HOLLY POND
NORTON NECK
GOODWIVES RIVER
Great I
Fish Is
Zigglers Cove
Hay I
Peartree Pt
The Gut
Nash Island
Long Neck Point
Cove Harbor
Priv aids
Nat Clocks Rock
Harbor Lodge
M Sh
P Sh
Wreckage
Obstn
Cable Area
GREENS LEDGE
Al WR 24s 62ft 15M
HORN
12 ft rep
FR 23ft Priv
FR 12ft Priv
ANCHORAGE A (see note A)
Fl G 4s14
Fl G 4s7
Foul
Rky
Pile
Pipeline
Mean high water
Mean low water



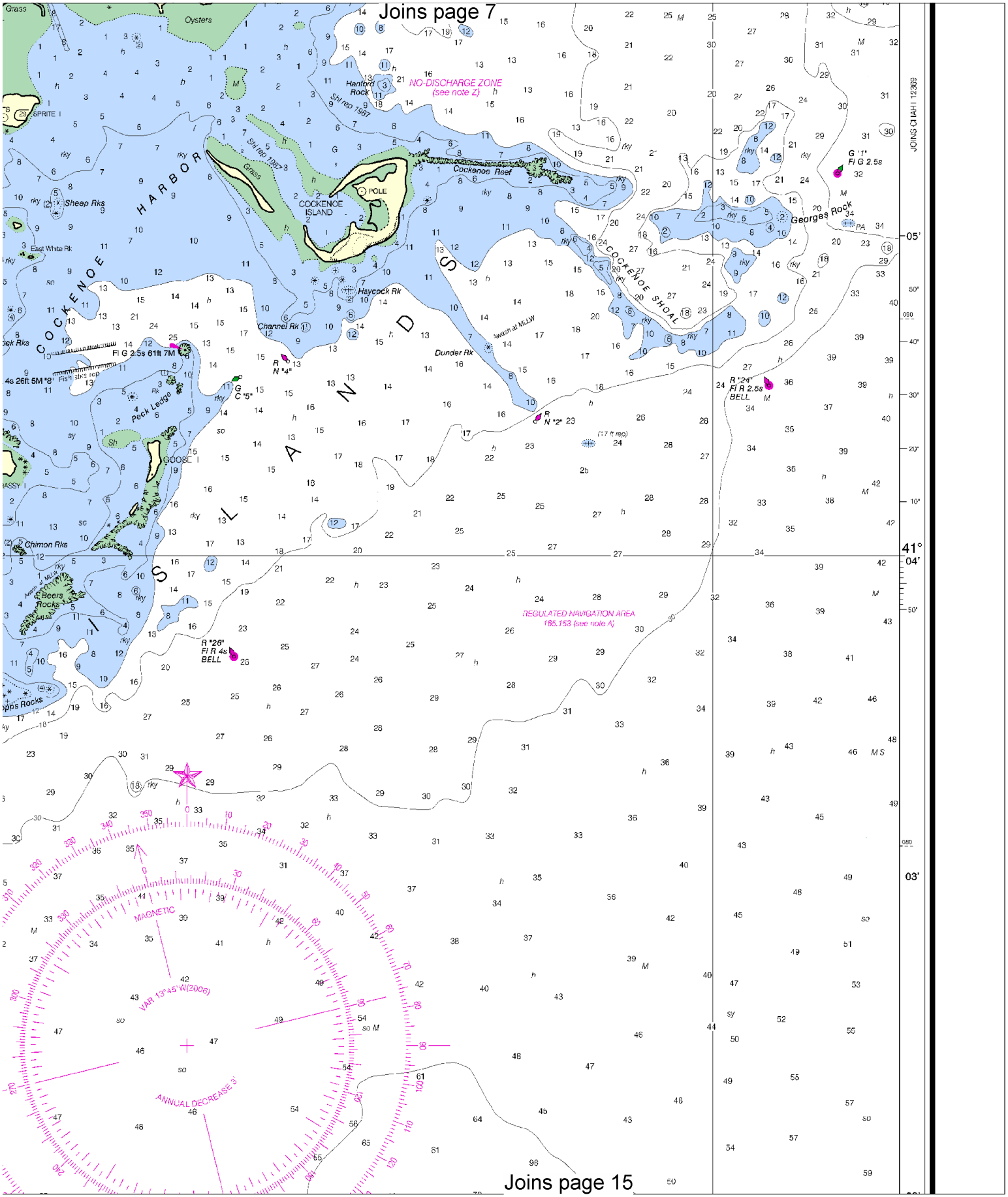
10

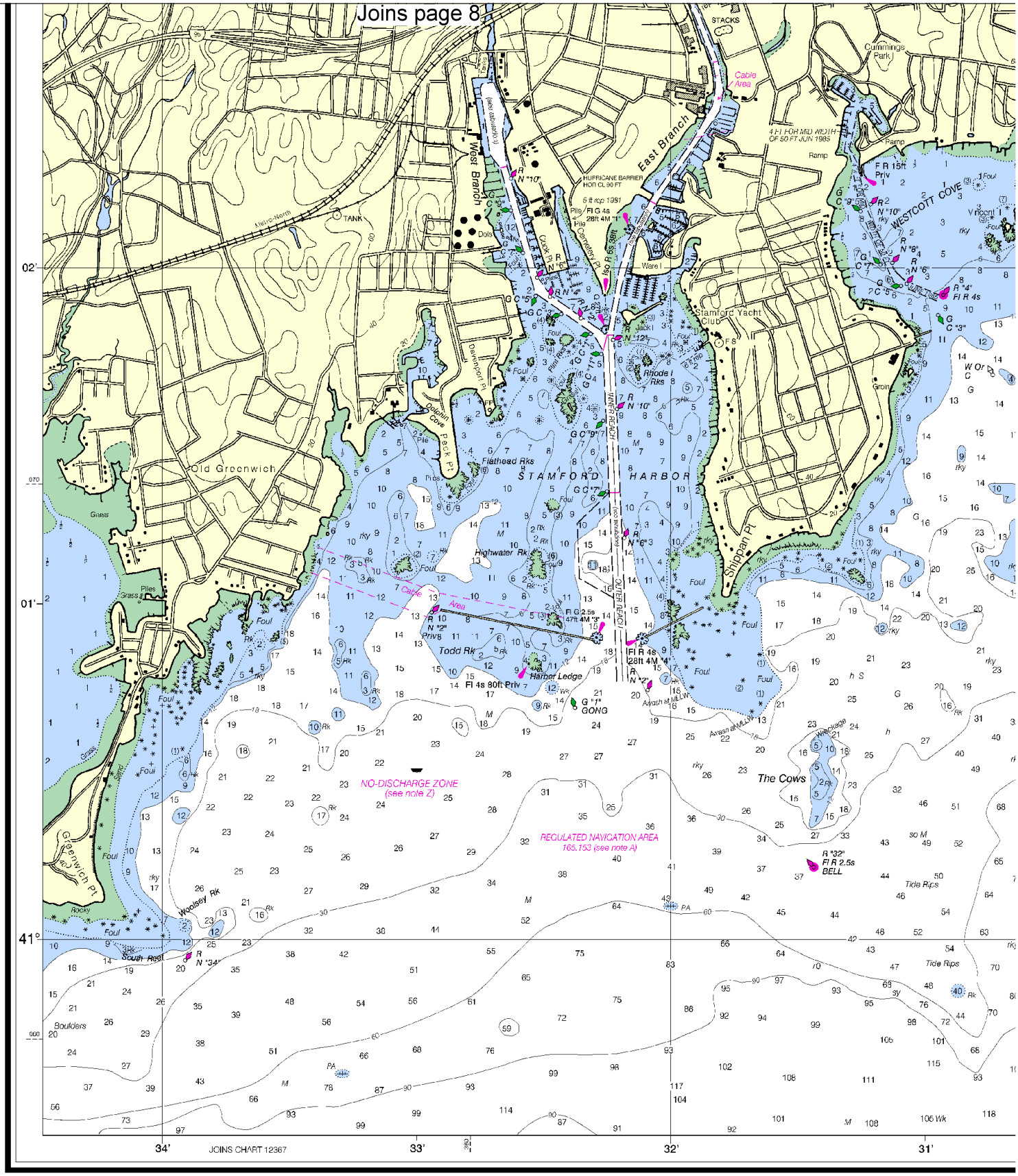
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500


Joins page 7
NO-DISCHARGE ZONE
(see note Z)
Hanford Rock
Shl rep 1967
Cockenoe Reef
COCKENOE ISLAND
POLE
Sheep Rks
East White Rk
Haycock Rk
Channel Rk
Fl G 2.5s 61ft 7M
Dunder Rk
Peck Ledge
Chimon Rks
Beers Rocks
Oppps Rocks
COCKENOE SHOAL
Georges Rock
R "24" Fl R 2.5s BELL
R "26" Fl R 4s BELL
REGULATED NAVIGATION AREA
165.153 (see note A)
MAGNETIC
VAR 13°45'W(2006)
ANNUAL DECREASE 3'
Joins page 15
JOINS CHAH 12369



27th Ed., Jun. / 06 ■ Corrected through NM Jun. 10/06
Corrected through LNM May 30/06

12368

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

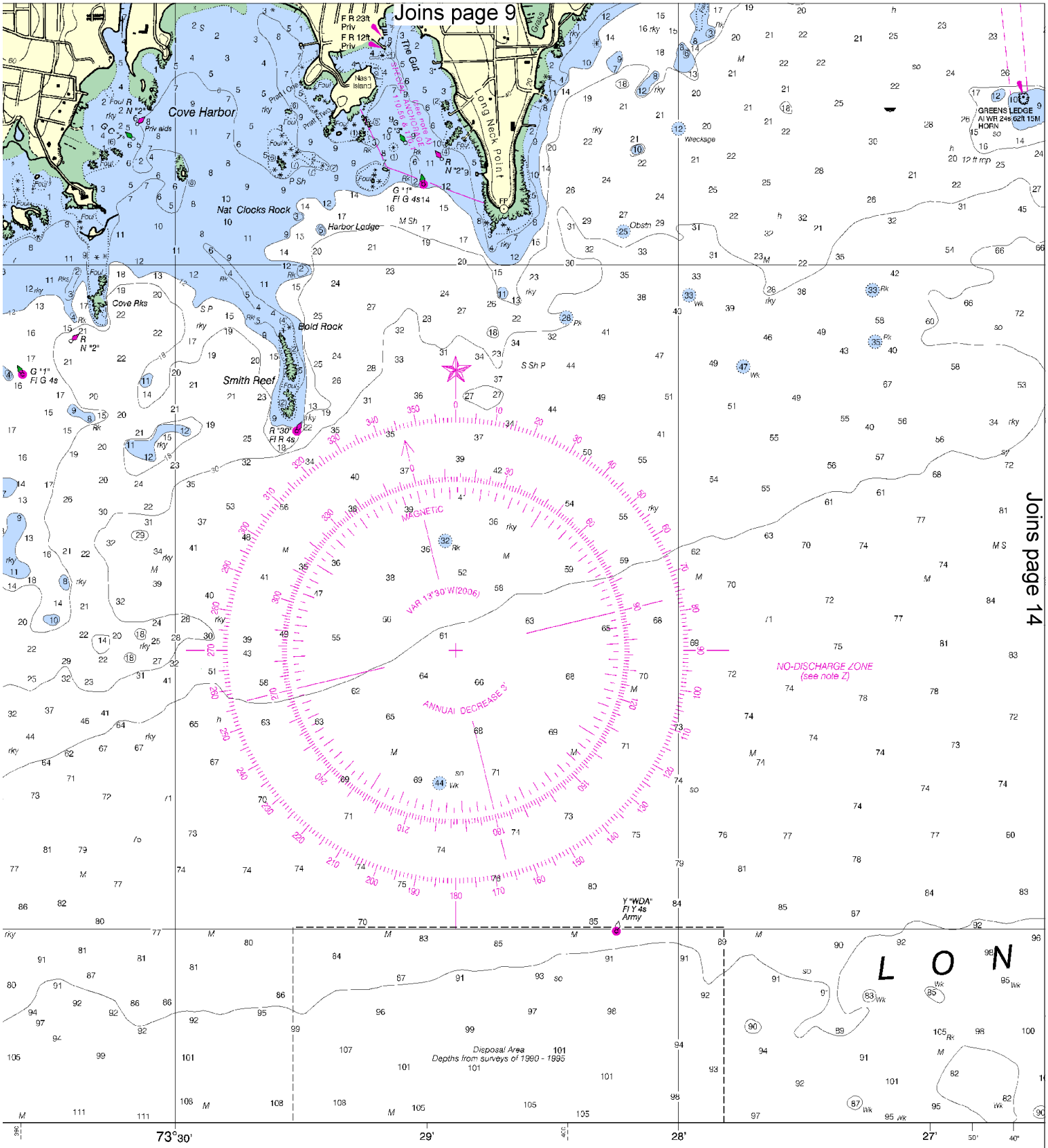
This nautical chart has been designed to promote safe navigation. The Natic Ocean Service encourages users to submit corrections, additions, or comments improving this char to the Chief, Marine Char Division (N/CS2), National Oce Service, NOAA, Si ver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



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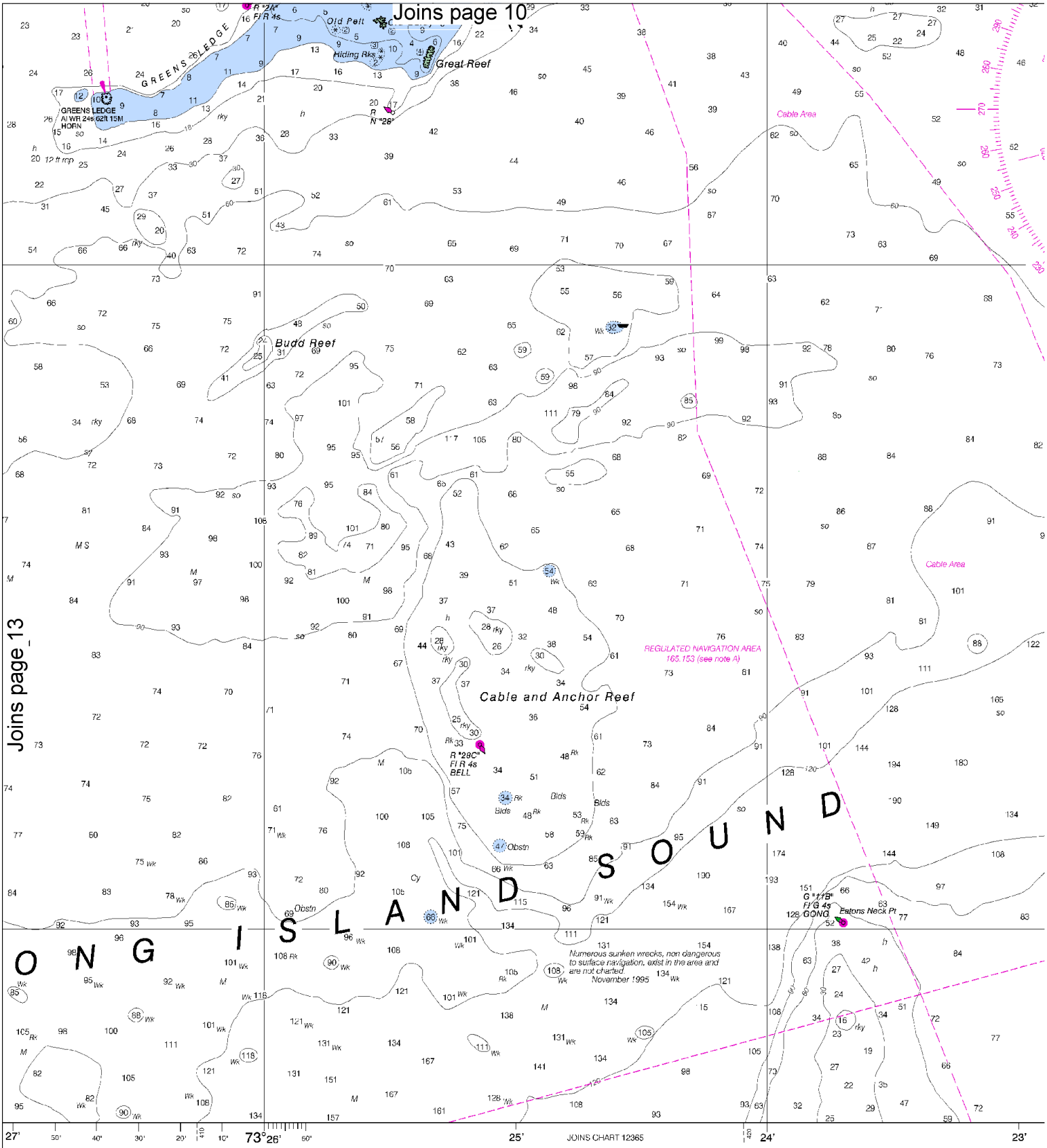
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMER
NATIONAL OCEANIC AND ATMOSPHERIC ADM
NATIONAL OCEAN SERVICE
COAST SURVEY



ished at Washington, D.C.
PARTMENT OF COMMERCE
C AND ATMOSPHERIC ADMINISTRATION
TIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHC
FEE
METE

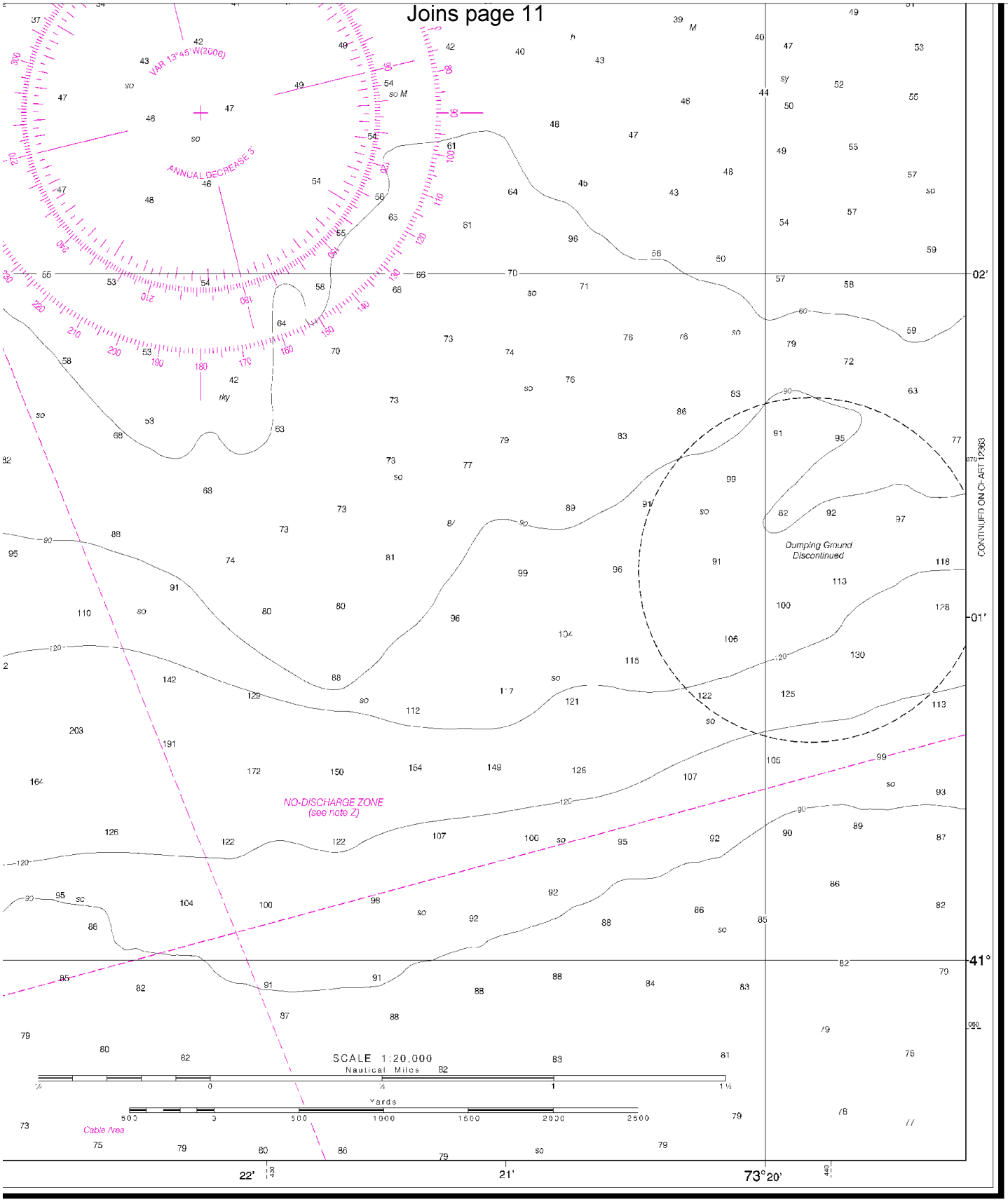
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

Joins page 11



Sherwood Point to Stamford Harbor

SOUNDINGS IN FEET - SCALE 1:20,000

12368

ED. NO. 27

NSN 7642014010392 NGA REFERENCE NO. 12XHA12368

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group MSO LI Sound – 203-468-4404
Coast Guard Eatons Neck – 631-261-6868
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.